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ANALYSIS OF THE
MONTHLY FREIGHT CAR BALANCE
AND PERFORMANCE STATEMENTS OF
THE AMERICAN RAILWAY ASSOCIA-
TION FROM JANUARY, 1907, TO
AUGUST, 1913, INCLUSIVE

BY

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THIS IS TO CERTIFY THAT THE THESIS PREPARED UNDER MY SUPERVISION BY

Harold Paul Owsley

ENTITLED *An Analysis of W. M. Wright's Freight Car Balances and Performance, Statements of W. M. Wright's Railway Association from January, 1907 to August 1913, inclusive*

IS APPROVED BY ME AS FULFILLING THIS PART OF THE REQUIREMENTS FOR THE

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In

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Economics

C O N T E N T S

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The material for this paper was taken from the monthly statements of Freight Car Balance and Performance of the American Railway Association, beginning with the bulletin of March, 1907, and including the following monthly bulletins through August, 1913.

An attempt has been made to analyze those factors which affect freight car efficiency. In treating these factors, which are shown statistically in the monthly statements of the American Railway Association, it was deemed advisable to select five groups which might be taken as fairly representative of the various sections of the country. With this in mind, groups one, two, five, six, and ten were chosen.

The territory included in each of the above mentioned groups is as follows:- group one includes the New England states; group two, New York, New Jersey, Eastern Pennsylvania, Delaware, and Maryland; group five, Kentucky, Tennessee, Georgia, Alabama, Mississippi, and Florida; group six, Iowa, Illinois, Wisconsin, Minnesota, the Eastern half of the Dakotas, and the Northern part of Missouri; and group ten includes Washington, Oregon, California; Nevada, Idaho, Utah, Arizona, and the Western half of New Mexico.

The data for these five groups was tabulated on separate sheets, (See pages 19 to 28). Each sheet contains all the data of the American Railway Association bulletins from March, 1907, through August, 1913, for one of the groups.

From this statistical information, graph sheets for each

group were drawn up, (See pages 19 to 28). On each of these graph sheets the following curves were plotted.

- (1) Average miles per car per day.
- (2) Average ton miles per car per day.
- (3) Average earnings per car per day.
- (4) Percentage of cars on line in shop.
- (5) Average cars on line per freight engine owned.
- (6) Percentage of home cars on line of total owned.
- (7) Percentage of foreign cars on line of total owned.

After the curves were plotted, an analysis was made of each curve in all of the groups. This analysis consisted in pointing out the values between ^{which} the general outline of the each curve fluctuates; also in pointing out the general characteristics of each curve; and, inasfar as possible, in explaining how the movement of the various curves reflect freight car efficiency.

Curve #1 - Average Miles Per Car Per Day

Introduction

The generally accepted unit of car performance is the "Average Miles Per Car Per Day". But in considering this item, the "Percent of Loaded Mileage" and the "Average Loading" should not be lost sight of. An increase in the average miles per car will not benefit a road individually if the increase is made by empty mileage, although such an increase tends toward an improvement in the general efficiency when the movement is made for the purpose of delivering empties to a connection. Neither is there anything gained by an increased percentage of loaded mileage if the loading of the individual car is decreased proportionally, unless the light loading is in lieu of empty mileage and is made with a view of stimulating movement toward connecting lines and thus facilitating the general interchange of cars.

In the following discussion, these factors must not be lost sight of.

Group One

The average daily car movement as shown by the curve in number one has a tendency to remain at a uniform figure throughout the period from January 1907 to August 1913, inclusive. The points between which the general outline of each curve fluctuates will for the sake of convenience be called the "normal fluctuating value". This value cannot be exactly determined, as you can readily see by referring to the curves, but does represent a carefully studied estimate in this group.

The curve shows a low car mileage during the months of

November, December, January and February of each year. On the other hand, the months of October and September show the highest car mileage, while May and June also appear to be months of good car movement.

Group Two

The trend of this curve for group two is not so uniform as was found in the preceding one. The normal value fluctuates between 22 and 25 miles per day. There was a sudden rise in August, 1913, to 28 miles, for which there are no apparent reasons. The two months which show the lowest car mileage are July and January, while March, October and November show the highest car mileage.

Although this curve shows some few fluctuations, it rises and falls with more or less regularity. Up to November 1907, the car mileage is rather high, averaging close around 25 miles per day. Then the curve drops and remains around 20 until September, 1908. Then follows a period up to October 1909, of a slightly higher average. The curve then rises and remains at about 25.5 until November, 1911, then drops again and remains around 21 until April, 1912. From this time until the end of the period the curves rises and retains a relatively high average, with the exception of a slight fall during April.

Group Six

This curve shows some extreme fluctuations during the whole period covered, but the yearly fluctuations are less marked. The normal lies between 22 and 24 miles per day.

September and Oct. are the months of high car mileage in this group, while December and January are months of low mileage. The winter of 1909 seems to have been exceptionally severe on the car movement in this group.

Group Ten

This curve shows more periods of fluctuation than any of the others, the normal value falling between 26 and 30. The car movement averages about 26 miles per day up to October 1908; at this point it reaches 31 miles. From then on until October 1912 there are a series of fluctuations ranging from 26 to 32 miles per day. The high points in this period come in April, October and November; and the low points in January and July. During October and November 1912, the curve remains around 34 miles per day; it then drops to 31 and continues at about this level throughout the rest of the period.

Recapitulation of Curve Number One.

In following curve one through the five groups, we find a few points of general similiarity. First, we notice the general depression of the curve from January 1908, to August of the same year. This depression is very marked in groups 2, 5, and 6. The depression was the direct result of a heavy car surplus and of a large number of bad order cars on line. We might add that because of the unusual economic conditions existing throughout the U.S. in the years 1907 and 1908., that the data for these two years is not of much value as a basis of comparison.

In each of the five groups, we find a very low mileage during the months of December and January of each year. This low

mileage during the months of December and January of each year. This low mileage period can be explained because of certain business conditions existing at that period. Beginning with the first of December, the heavy rush of fall shipments of merchandise practically ends. This is followed by a slack period up to the first of February, and then comes the opening of the spring business.

The weather conditions affect the movement of the curves to a considerable extent. The severe weather during January 1912 brought the car mileage to a very low point. It is very interesting to note that the southern group, number 5, was most affected by the severe storms during that month. This fact indicates that the railroads of this group, not being accustomed to severe storms, were less capable of maintaining their car mileage.

In comparing the average daily movement for the period under discussion, we find that group one has the lowest average with about 17 miles per day. On the otherhand, group 10 ranks highest with an average of about 28 miles per day. The other three groups average around 28 miles per day. The heavy car mileage in group 10 can be accounted for because of the extensive territory covered within the bounds of this group. Most of the shipments are over long distances, which tend to keep the car mileage high. On the contrary, the short hauls in group 1, necessitating as they do much waste of time at terminals, operate to keep the car mileage at a low figure. Another factor which tends to keep the car mileage at a low figure in this group, is the custom of allowing a free time of 96 hours before putting the

demurrage charge into effect. In the other groups, the free time limit is generally 48 hours.

Altho the years of 1912 and 1913 show signs of a slight increase in car mileage, we cannot say that there has been any decided improvement in the average daily car movement during the period under consideration.

Curve #2 - Average ton miles per car per day.

For the purpose of combining the factors of "Average Miles per car per day", "Per cent of loaded mileage", and the "Average Loading" and securing a unit which will take them all into consideration, the curve representing "Average Ten Miles Per Car Per Day" is shown. This curve provides a very good unit of performance for individual roads, altho it is not claimed that it will be useful in comparing one road with another, there being many things entering into this curve which vary according to the operating conditions on the several roads, such as the length of the haul, capacity of the equipment, class of freight handled, ect.¹

Group One

The general trend of this curve is to follow almost uniformly with that of curve one. The normal fluctuating value lies between 170 and 210 ton miles.

Group Two

This curve like the preceding one follows the average mileage curve of its respective group, with the exception that there

¹Am. R. A. Bull. 4.

is no unusual rise during August 1913. The normal fluctuating value lies between 340 and 410 ton miles, with the months of October and November showing the highest ton mileage, and April and January the lowest ton mileage.

Group Five

The normal value of this curve fluctuates between the points 290 and 370. The average ton miles remains at a relative high figure during the winter months, while April marks the period of the lowest ton mileage.

Group Six

The ton mileage movement in this curve is marked by more fluctuating periods than is evidenced in the other groups. The normal value lies between 270 and 330, with October and November marking the high points. These two months cover the period of heavy grain shipments in this territory. During December 1909, the ton mileage dropped to 212, the lowest point reached during the period.

Group Ten

This curve follows the general outline of curve one of this group. The normal fluctuating value falls between the points 380 and 450., with October and November marking the high periods. Since the general depression of 1908, this group has retained a relative high average of ton miles per car per day.

Recapitulation of Curve Two.

The general outline of this curve in the several groups follows very closely to the general outline of curve one.. For this

reason we offer the same explanation for the low ton mileage during the months of December and January as we did for curve one.

In comparing the average daily ton mileage for the period under consideration, we find that group 1 ranks the lowest with an average of about 180 to 190 ton miles per car per day. Group 10 ranks highest with 415 to 425 ton miles per day. The remaining three groups rank in the following order; group 2- 365 to 375; group 5- 330 to 340; and group 6-305 to 315.

Curve #3- Average Earnings Per Car Per Day

Group One

The average earnings per car per day are necessarily affected by the average ton mileage and the average car mileage per car per day. There are, however, many other factors which affect the average daily car earnings. The length of the haul, capacity of equipment, class of freight handled, etc. If these factors are kept in mind some of the curve variations may easily be accounted for.

With the exception of the unusual rise of the curve during April 1908, we find that it follows the general outline of curve one and two of this group. There is no data at hand which throws any light upon the unusual upward movement of the curve during March and April, 1908, or which explains the sudden drop which takes place in May of the same year. The normal value lies between \$2 and \$2.40.

Group Two

This curve differs very little from curve one and two of this group, except that during the depression of 1908, the average earnings per car per day were affected to a greater extent

than in either of the other curves. This might be expected since the earning power of a car is affected by both the factors of average daily car movement and average daily tonnage movement. The normal value lies between \$1.90 and \$2.50.

Group Five

The periods of the highest daily earnings are very well marked in this group, occurring during the months of September, October and November of each year, while the period of low earnings comes during the summer months. The normal value lies between \$2 and \$2.40.

Group Six

As in group 2, the depression of this curve is marked to a greater extent than curves 1 and 2. The high points are reached during September, October and November of each year, while the low points occur during December and January. The normal value lies between \$2 and \$2.50.

Group Ten

There is nothing unusual in the trend of this curve. The average earnings reach their highest points during October and November, while December and January mark the period of low earnings. The normal value lies between \$3.40 and \$4.50.

Recapitulation of Curve Three.

This curve in general outline follows very closely to that of curves one and two, altho the values in the different groups do not correspond so closely to the respective curves in these groups. For instance, we find the average daily earnings in groups 1, 2, 5 and 6, to be about \$2.15 to \$2.30 per car per day,

while in group 10, the earnings average around \$4 to \$4.05 per car per day. The relation of the high average daily earnings to the corresponding low ton mileage in Group 1 can be accounted for to a great extent because of the industrial condition found in this group. New England is primarily a manufacturing section, where textile industries thrive. These commodities as a rule take a high classification which tends to uphold the average daily earnings in this group.

On the other hand, groups 2, 5 and 6 are territories where the bulk of the traffic handled consists of low grade commodities. Altho the tonnage may be considerably higher than in group 1, this class of freight tends to keep the earnings lower than otherwise. In group 10, the railroads handle a great amount of traffic of both low and high grade commodities, fruits, lumber, ore, ect. This has a tendency to keep the average daily earnings on a level corresponding to the amount of general ton mileage.

Curve Four - Per Cent of Cars In Shop

There is one feature of the shop situation which has a marked effect on car efficiency but which does not appear in the performance statements. This is the practice of routing cars home on account of bad order. The committee has frequently observed that even during times of extreme shortage, large numbers of cars with defects which prevent their use under load but do not render them unsafe for empty movement, are carded home, involving long hauls, in many instances over roads which are short cars for loading in the same direction or which would furnish them to their connections

for loading if the necessary repairs were made.¹ It may be said at this point that no distinction is now made in the matter of repairs as between foreign and home cars.

Group One

A study of this curve shows that the policy of shopping cars for repairs, takes place for the most part during the summer months, while the period of lightest shopping comes during the spring months.

Group Two

Except for a very high percentage of cars in shop during the summer of 1908, this curve remains at a uniform level, rising and falling in about the same periods as in group 1.

Group Five

Beginning with a percentage of 3.66, this curve remains at a low level until the summer of 1908, when it reaches the extraordinarily high point of 12.61. From this point on the curve fluctuates between 7 and 11 per cent.

Group Six

Up to the middle of the year 1910, this curve fluctuates considerably. It drops to a very low percentage during the winter of 1909, which as heretofore, has been pointed out, was a severe winter on car efficiency in this group. From the middle of 1910, until the end of the period under consideration, the percentage remains at a relatively high figure, with June and July as the high months, and December and January as the low months.

¹Am. RR. A. B. #8.

Group Ten

Outside of the high percentage of 8.51 cars in shop in April, 1908, this curve retains a rather uniform variation.

Recapitulation of Curve Four.

With the exception of group 5, the percentage of cars in shop thruout the period, roughly averages between \$5.50 and \$6.50. Group 5 has an average of over 8 per cent. There is no data at hand which explains this high percentage, but there are two factors which may have produced the result. The first is the inefficiency of the shops, and second, it might be due to the policy of the railroads in this group to repair old equipment as long as possible before building new equipment.

Curve Five- Average Cars on Line Per Freight Engine Owned.

In the discussion of this curve in the separate groups, nothing will be said of the March data. Before April, 1907, the different lines interpreted the phrase "Per Freight Engines Owned" in different ways. Some excluded engines in shop, while others included all engines. Beginning with the April figures, the number of engines owned is used.¹

In comparing this curve in the different groups, one must not forget that there are several factors which influence the movement of the curve; for instance, the capacity of the cars must not be overlooked; the number of engines in shop is an important factor affecting the movement of the curve; and also the number of engines owned is an important factor.

Curve One

The peculiarities which we notice about this curve is the unusual number of cars on line per freight engine owned during April, May, and June 1907, and the sudden drop during March, 1908. The first peculiarity can be easily accounted for because of the large number of foreign cars on line of total owned during that period. On the other hand, there is nothing that indicates why the number dropped to 33 during March 1908. It is very probable that there was some mistake in the data of the associations bulletin for this month.

Outside of these peculiarities, the curve is rather uniform.

Group Two

There is nothing unusual in the movement of this curve except for the rise of the curve to 79, during August 1913. There is no explanation for this sudden rise, but it does throw some light on the high average car mileage of August 1913 of this group.

Group Five

There is nothing of particular interest in the movement of this curve. Its general outline has a tendency to remain at a uniform level.

Group Six

The exceptional movement of the curve upward to 81 during March 1910, was the result of a large number of foreign cars on line during that month.

Group Ten

From April to December 1907, the average cars on line per freight engine owned was high because of the large number of

foreign cars on line during this period. From this time on, the curve retains a uniform lower level.

Recapitulation of curve five-

This curve to some extent should explain the reason for some of the movements of curves 1, 2, and 3. The average cars on line per freight engine owned in group 1 was about 75. In group 10, 52 cars; in groups 2, 5 and 6, about 65. These figures show that the car performance is best where there is a relative low number of cars on line per freight engine owned, and vice versa.

* * * * *

Curve Six - Black ink - Percentage of home cars on line of total owned.

Curve Seven - Red ink - Percentage of foreign cars on line of total owned.

Group One

The movement of curves six and seven is directly affected by the per diem charge. This charge is in the nature of a penalty; it aims to induce the return of cars to their owners. It is not regarded as a recompense to the owner for the revenue which the car would earn if it were at home; it barely covers the interest on the capital invested in the car. Consequently when in times of dense traffic a car can earn six dollars or more per day, many carriers are quite willing to pay the per diem and "confiscate" the cars. Moreover, to increase the charge greatly is a delicate procedure.¹ From the standpoint of the car owner a partial compensation will be but partial until the amount per diem received

¹Johnson and Huebner, R.R. Traffic and Rates. Page 185

equals the net daily value of the car as a producer of revenue.²

As the point at which the per diem rate and the earning capacity of a car will meet, is necessarily variable, it seem obvious that a satisfactory adjustment solely thru the per diem rate can hardly be hoped for. However, as the free interchange of cars is essential to the transportation business of the continent, the railroads should extend their efforts in the direction of regulation and cooperation in encouraging rather than in restricting the free circulation of equipment.

Group One.

During April, 1907, the percentage of foreign cars on line of total owned reached the high mark of 101. Then the percentage began to drop, crossing the home car curve in August, 1907, and going above again in October of the same year. It then dropped and went below in December, 1907, and from this time until December, 1909, it was considerably below the home car curve. From this last period up to July 1912, the curves cut each other several times, but maintain about an equal average. During the remainder of the period under consideration, the percentage of foreign cars on line remained above the percentage of foreign cars, indicating that the railroads in this group were still clinging to the old policy of using more borrowed equipment than they owned themselves.

Group Two.

The percentage of foreign cars rank below the percentage of home cars in this group, except during the months of November, and December, 1912. At these two periods, the foreign cars only

²American Railway Association Bulletin #6

exceed the home cars by a small percentage. The general outline of this curve divides itself into the following rather distinct periods of fluctuation.

Average percentage of Fluctuations between the two curves:-

March 1907 to to December 1907	- 20 percent.
December 1909 to November 1909	- 50 "
November 1909 to March 1910	- 11 "
March 1910 to December 1910	- 24 "
December 1910 to October	- 22 "
January 13, thru August 13	- 13 "

Group Five

The general outlines of these two curves is practically the same as those in group 2. The fluctuating periods occur in about the same order and in about the same degree.

Group Six

The distinctive feature about these two curves is that the percentage of foreign car curve always remains below the home car curve. At only three periods does the former approach the latter, and that is during March 1910; February and March 1912; and October 1912. These curves would seem to indicate that the railroads in this group favor the policy of a quick return of foreign equipment on hand.

Group Ten

These curves follow very closely to the general outline of curves six and seven in group 1. On the average the percentage of home cars is above the percentage of foreign cars.

Recapitulation of Curves Six and Seven.-

The most distinctive feature of these curves is the high percentage of home cars on line during the year 1908 and 1910.

This feature is most prominent in groups 2, 5, and 6, while groups 1 and 10, altho somewhat less marked in this particular, show about the same variation in regard to each other.

After the per diem rate of 50 cents went into effect, July 1, 1907, there was no particular effect noted, but as the rush of the autumn business began to decline, there seemed to be a desire on the part of those roads holding foreign cars to rid themselves. Hence, we notice the great drop in foreign cars. The change in the per diem rate, increased the empty mileage heavily. There was a tendency to keep home cars on line by transferring loadings at junction points, thus inducing a heavy general loss at the expense of individual gain. In some cases, home cars were applied on loading to foreign lines, while foreign cars were sent home empty in the same direction. These practices, while unjustified, showed the necessity of more flexible rules to govern the use of freight cars in interline traffic.

In 1910, a new code of per diem rules was put into effect. These rules enforced a graduated charge, providing for a thirty-cent per diem payment for March, April, May, June and July, and thirty-five cents for the remaining seven months. These rules, which are now in force, undoubtedly have increased the exchange of interline equipment, but one must not forget that since the adoption of the rules, conditions have been normal. The weakness of all con per diem charges, flexible or rigid, seems to lie in the fact that they only operate favorably in time of plenty, and fail in time of car shortage. The experiments with the various per diem rules which will operate favorably in both time of plenty and time

of need, must be supplemented by friendly arrangements and cooperation between the roads.

GENERAL SUMMARY

In the analysis of the foregoing curves very little was said about the effects of the economic conditions on the movement of the curves. The economic and industrial conditions of groups 1, 2, 5, 6, and 10 vary to a great extent in character, which necessarily affects the fluctuation of the curves in the different groups. However, too much stress must not be placed on the difference of economic conditions as the causes influencing the movement of the different curves throughout the groups. There are many factors which have contributed to inefficient car service, and for which the carriers and shippers should be held directly responsible.

First, there is the seasonal bunching of traffic during the late summer and the fall and early winter months. This has an unfavorable effect upon car efficiency by making car shortage a difficult problem. Second, there is the question of inadequate terminal facilities. However, the railroads are doing their best to correct this fault by extending their terminals.

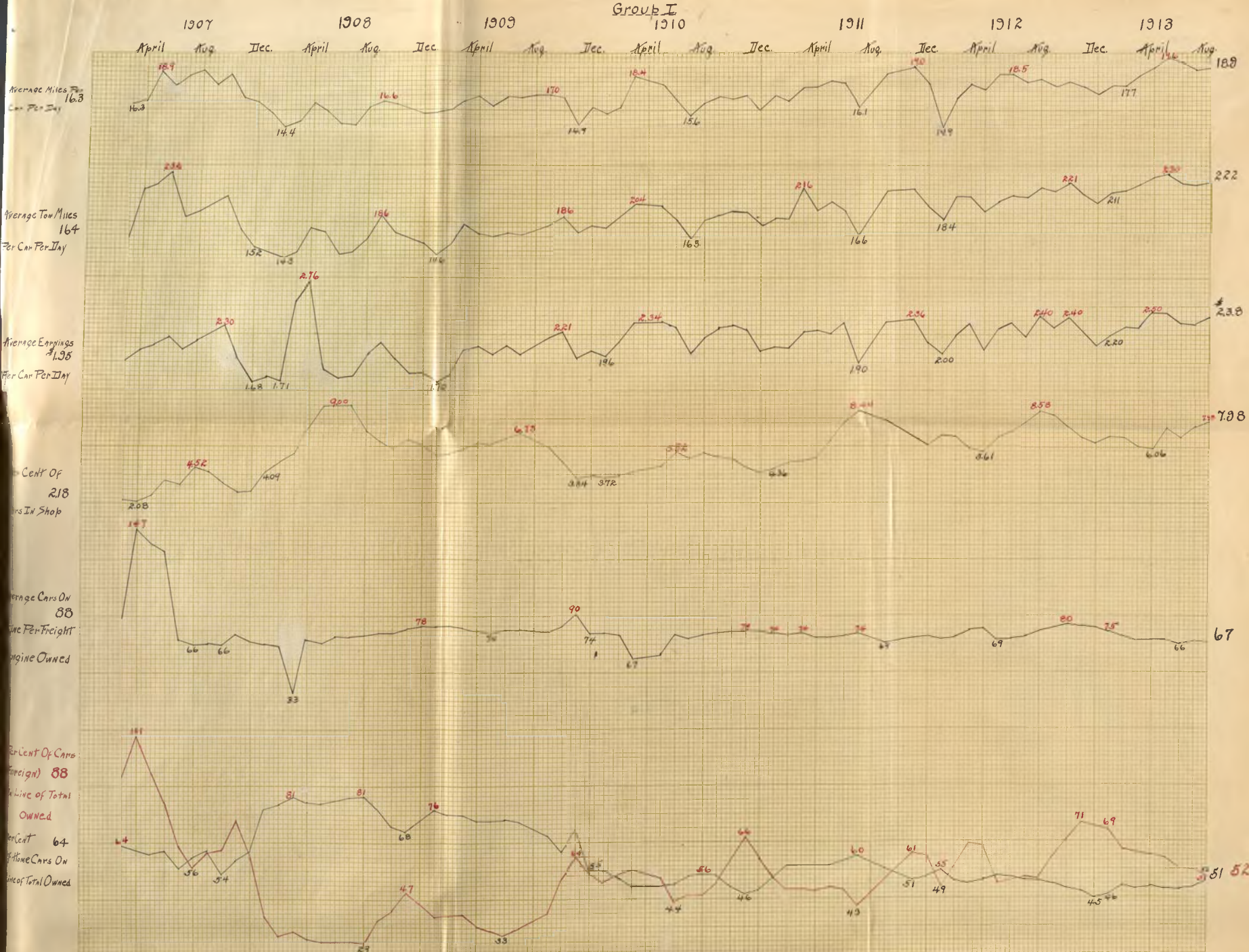
Then we find the practice of reconsignment, a practice which has stimulated terminal congestion. This abuse has been somewhat checked because of the recent legislation of the Interstate Commerce Commission restricting the privilege of reconsignment. Then there is the factor of inadequate motive power, which has in the past been responsible for freight car inefficiency. Another factor contributing to poor car movement, is the practice of allowing freight cars for warehousing purposes, thus permitting undue detention in terminal yards. Outside of these general factors, there are

other miscellaneous causes which apply particularly to individual roads.

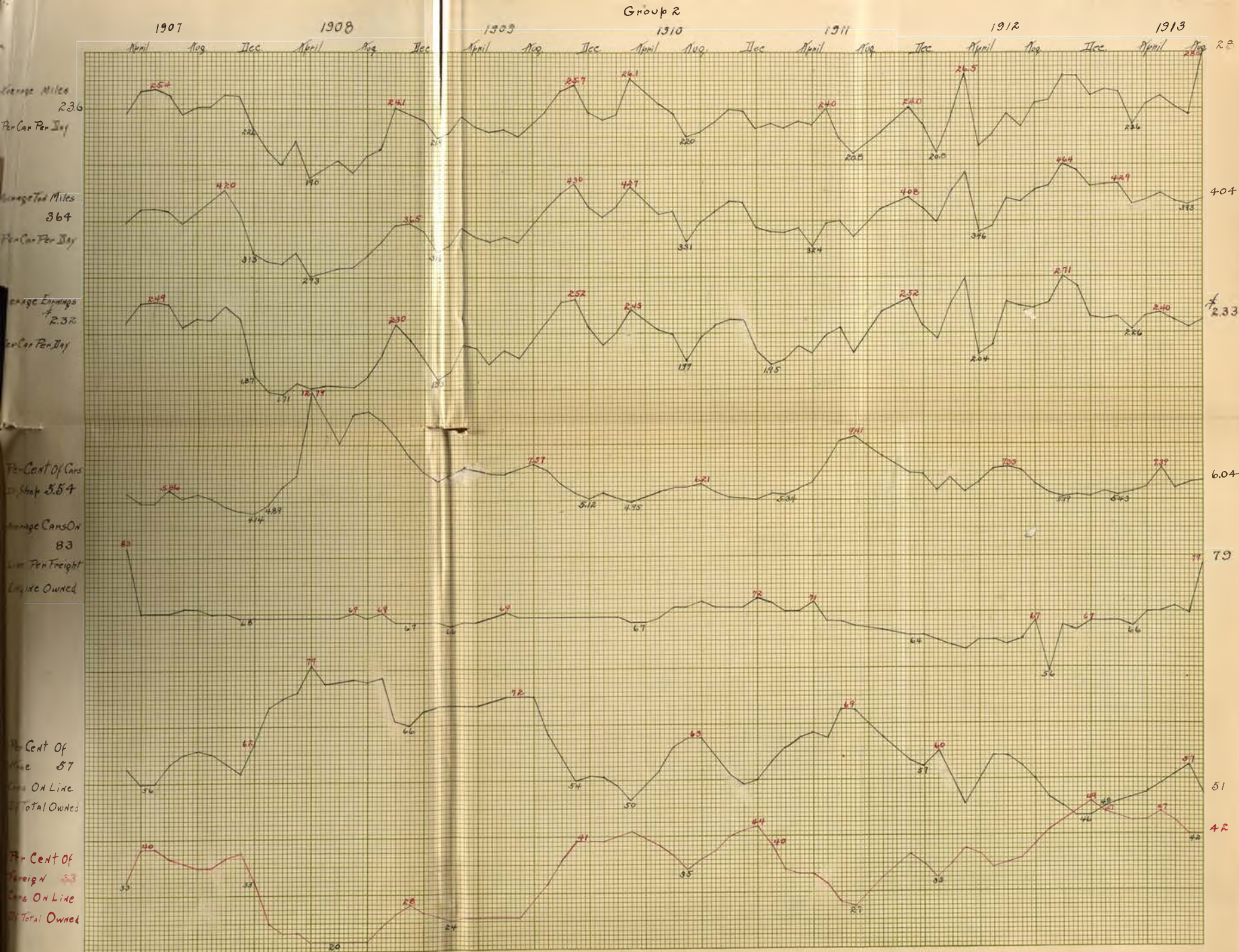
It is evident from the foregoing analysis of the curve factors, that the problem of freight car efficiency is of interest to both the public and to the carriers. Also, that the analysis shows that the efficiency of freight cars is actually increasing, and increasing to the extent that we may soon hope for a satisfactory solution of the freight car efficiency problem.

Group I.

Date		Revenue Freight Cars Owned	Average No. of System Cars On Line	Average For R.R. Cars On Line	Total R.R. Cars On Line	Excess	% R.R. Cars On Line of Total R.R. Cars	Private Cars On Line	Total All Cars On Line	% of Cars Shop	No. of Freight Engines Owned	Average Ton Freight Car Mileage	Average Ton Freight Car Mileage	% Ton Mileage Revenue Freight	Average Ton Miles Per Car Mile	Gross Freight Earnings	Average Daily Earnings							
Year	Month																							
1907	Jan.	57,192	34,345	47,201	31,546	23,754	64.88	152	2,972	97,598	2.18	1105	88	143,188,130	16.3	74.2	14,372,339,562	10.5	13.5	164	17,181,823	2.23	2.08	1.95
"	Feb.	54,090	33,862	54,609	34,471	34,981	63.10	161	1,843	90,394	2.05	637	147	44,954,016	16.6	76.1	32,467,878	11.5	14.3	214	3,071,744	2.97	2.10	2.02
"	Mar.	55,924	34,844	50,158	34,512	28,668	61.90	151	1,927	84,514	2.53	635	136	50,642,571	18.9	72.1	34,030,634	11.5	14.2	220	3,233,154	2.85	2.22	2.09
"	Apr.	56,662	35,976	44,638	34,810	29,110	62.79	141	1,769	81,579	3.64	618	132	43,703,630	17.9	72.3	31,461,351	11.7	14.6	232	2,916,118	2.70	2.26	2.17
"	May	56,943	30,818	28,524	44,392	7,149	55.64	120	1,646	46,031	3.41	611	70	26,215,633	18.4	73.1	26,474,253	10.1	13.1	155	2,153,720	2.52	2.10	2.02
"	June	57,223	32,173	30,067	42,202	5,967	60.55	116	1,574	44,774	4.02	679	66	25,770,541	18.7	75.6	26,560,750	10.2	13.5	191	2,435,533	2.54	2.19	2.12
"	July	55,193	32,757	22,122	44,599	8,906	63.62	125	1,576	46,735	4.10	648	67	24,845,203	17.7	75.7	25,976,513	10.5	12.8	135	2,170,056	2.66	2.13	2.05
"	Aug.	56,357	30,679	24,859	44,938	6,581	54.63	117	1,447	46,385	3.51	704	66	26,568,842	18.5	76.7	29,785,498	11.2	14.6	207	3,365,795	2.78	2.37	2.30
"	Sept.	58,720	32,512	28,098	50,610	11,110	58.73	131	1,419	52,029	2.73	645	75	26,273,210	16.8	74.1	27,028,156	10.3	14	173	2,977,023	2.57	1.97	1.91
"	Oct.	57,827	34,146	23,288	47,554	8,557	62.60	122	1,469	48,953	2.81	708	64	25,039,627	16.5	74.7	23,405,031	11.2	13.4	152	2,548,923	2.11	1.73	1.68
1908	Jan.	65,453	43,766	24,567	74,333	8,850	76.36	114	2,862	77,193	4.09	1,158	67	37,833,753	15.1	67.8	35,540,538	9.2	13.7	147	4,177,188	2.06	1.81	1.75
"	Feb.	62,415	52,043	24,461	72,504	6,139	77.32	109	2,830	76,334	4.71	1,152	66	31,423,814	14.4	72	31,576,938	9.9	13.7	143	3,774,453	1.93	1.77	1.71
"	Mar.	64,789	55,057	24,465	70,170	16,811	81.36	117	2,719	83,049	5.43	1,142	93	31,555,248	15.5	67.9	30,284,450	9.5	13.7	143	6,495,344	2.05	2.61	2.52
"	Apr.	70,541	55,181	20,938	76,352	3,023	79.31	110	2,798	79,550	2.58	1,124	70	31,430,863	16.3	63.3	41,528,594	10.7	15.7	174	6,595,492	2.15	2.86	2.76
"	May	71,660	55,099	21,356	74,555	7,195	81.30	111	2,227	81,682	9.00	1,125	72	37,849,644	14.9	68.4	37,033,827	9.8	14.1	166	4,410,344	1.94	1.74	1.74
"	June	72,025	55,148	20,741	72,084	2,304	81.29	110	2,012	81,101	7.14	1,125	73	37,850,640	14.8	71.9	37,759,027	10.1	14.1	169	4,466,311	1.99	1.81	1.76
"	July	72,102	55,178	20,756	72,102	4,362	76.57	113	2,044	84,143	6.33	1,127	75	42,074,000	16.2	71.7	42,421,183	10.3	14.3	166	5,024,951	2.01	2.04	1.99
"	Aug.	72,478	55,181	20,756	72,478	4,362	76.57	113	2,044	84,143	6.33	1,127	75	42,074,000	16.2	71.7	42,421,183	10.3	14.3	166	5,024,951	2.01	2.04	1.99
"	Sept.	72,478	55,181	20,756	72,478	4,362	76.57	113	2,044	84,143	6.33	1,127	75	42,074,000	16.2	71.7	42,421,183	10.3	14.3	166	5,024,951	2.01	2.04	1.99
"	Oct.	72,478	55,181	20,756	72,478	4,362	76.57	113	2,044	84,143	6.33	1,127	75	42,074,000	16.2	71.7	42,421,183	10.3	14.3	166	5,024,951	2.01	2.04	1.99
"	Nov.	72,478	55,181	20,756	72,478	4,362	76.57	113	2,044	84,143	6.33	1,127	75	42,074,000	16.2	71.7	42,421,183	10.3	14.3	166	5,024,951	2.01	2.04	1.99
"	Dec.	72,478	55,181	20,756	72,478	4,362	76.57	113	2,044	84,143	6.33	1,127	75	42,074,000	16.2	71.7	42,421,183	10.3	14.3	166	5,024,951	2.01	2.04	1.99
1909	Jan.	73,331	55,536	22,148	83,254	10,353	76.36	114	3,302	86,993	5.20	1,114	71	40,318,642	15.1	72	37,111,230	9.1	13.9	146	4,576,934	2.01	1.76	1.70
"	Feb.	74,006	55,615	22,158	84,372	10,367	76.36	114	3,302	86,993	5.20	1,114	71	40,318,642	15.1	72	37,111,230	9.1	13.9	146	4,576,934	2.01	1.76	1.70
"	Mar.	74,006	55,615	22,158	84,372	10,367	76.36	114	3,302	86,993	5.20	1,114	71	40,318,642	15.1	72	37,111,230	9.1	13.9	146	4,576,934	2.01	1.76	1.70
"	Apr.	74,006	55,615	22,158	84,372	10,367	76.36	114	3,302	86,993	5.20	1,114	71	40,318,642	15.1	72	37,111,230	9.1	13.9	146	4,576,934	2.01	1.76	1.70
"	May	74,006	55,615	22,158	84,372	10,367	76.36	114	3,302	86,993	5.20	1,114	71	40,318,642	15.1	72	37,111,230	9.1	13.9	146	4,576,934	2.01	1.76	1.70
"	June	74,006	55,615	22,158	84,372	10,367	76.36	114	3,302	86,993	5.20	1,114	71	40,318,642	15.1	72	37,111,230	9.1	13.9	146	4,576,934	2.01	1.76	1.70
"	July	74,006	55,615	22,158	84,372	10,367	76.36	114	3,302	86,993	5.20	1,114	71	40,318,642	15.1	72	37,111,230	9.1	13.9	146	4,576,934	2.01	1.76	1.70
"	Aug.	74,006	55,615	22,158	84,372	10,367	76.36	114	3,302	86,993	5.20	1,114	71	40,318,642	15.1	72	37,111,230	9.1	13.9	146	4,576,934	2.01	1.76	1.70
"	Sept.	74,006	55,615	22,158	84,372	10,367	76.36	114	3,302	86,993	5.20	1,114	71	40,318,642	15.1	72	37,111,230	9.1	13.9	146	4,576,934	2.01	1.76	1.70
"	Oct.	74,006	55,615	22,158	84,372	10,367	76.36	114	3,302	86,993	5.20	1,114	71	40,318,642	15.1	72	37,111,230	9.1	13.9	146	4,576,934	2.01	1.76	1.70
"	Nov.	74,006	55,615	22,158	84,372	10,367	76.36	114	3,302	86,993	5.20	1,114	71	40,318,642	15.1	72	37,111,230	9.1	13.9	146	4,576,934	2.01	1.76	1.70
"	Dec.	74,006	55,615	22,158	84,372	10,367	76.36	114	3,302	86,993	5.20	1,114	71	40,318,642	15.1	72	37,111,230	9.1	13.9	146	4,576,934	2.01	1.76	1.70
1910	Jan.	76,200	46,374	22,030	80,404	4,204	55.51	106	3,244	83,748	3.78	1,127	74	40,760,922	15.7	74.3	45,339,949	11.1	15.0	175	5,097,706	2.16	2.04	1.96
"	Feb.	76,432	46,374	22,030	80,404	4,204	55.51	106	3,244	83,748	3.78	1,127	74	40,760,922	15.7	74.3	45,339,949	11.1	15.0	175	5,097,706	2.16	2.04	1.96
"	Mar.	76,432	46,374	22,030	80,404	4,204	55.51	106	3,244	83,748	3.78	1,127	74	40,760,922	15.7	74.3	45,339,949	11.1	15.0	175	5,097,706	2.16	2.04	1.96
"	Apr.	76,432	46,374	22,030	80,404	4,204	55.51	106	3,244	83,748	3.78	1,127	74	40,760,922	15.7	74.3	45,339,949	11.1	15.0	175	5,097,706	2.16	2.04	1.96
"	May	76,432	46,374	22,030	80,404	4,204	55.51	106	3,244	83,748	3.78	1,127	74	40,760,922	15.7	74.3	45,339,949	11.1	15.0	175	5,097,706	2.16	2.04	1.96
"	June	76,432	46,374	22,030	80,404	4,204	55.51	106	3,244	83,748	3.78	1,127	74	40,760,922	15.7	74.3	45,339,949	11.1	15.0	175	5,097,706	2.16	2.04	1.96
"	July	76,432	46,374	22,030	80,404	4,204	55.51	106	3,244	83,748	3.78	1,127	74	40,760,922	15.7	74.3	45,339,949	11.1	15.0	175	5,097,706	2.16	2.04	1.96
"	Aug.	76,432	46,374	22,030	80,404	4,204	55.51	106	3,244	83,748	3.78	1,127	74	40,760,922	15.7	74.3	45,339,949	11.1	15.0	175	5,097,706	2.16	2.04	1.96
"	Sept.	76,432	46,374	22,030	80,404	4,204	55.51	106	3,244	83,748	3.78	1,127	74	40,760,922	15.7	74.3	45,339,949	11.1	15.0	175	5,097,706	2.16	2.04	1.96
"	Oct.	76,432	46,374	22,030	80,404	4,204	55.51	106	3,244	83,748	3.78	1,127	74	40,760,922	15.7	74.3	45,339,949	11.1	15.0	175	5,097,706	2.16	2.04	1.96
"	Nov.	76,432	46,374	22,030	80,404	4,204	55.51	106	3,244	83,748	3.78	1,127	74	40,760,922	15.7	74.3	45,339,949	11.1	15.0	175	5,097,706	2.16	2.04	1.96
"	Dec.	76,432	46,374	22,030	80,404	4,204	55.51	106	3,244	83,748	3.78	1,127	74	40,760,922	15.7	74.3	45,339,949	11.1	15.0	175	5,097,706	2.16	2.04	1.96
1911	Jan.	76,200	46,374	22,030	80,404	4,204	55.51	106	3,244	83,748	3.78	1,127	74	40,760,922	15.7	74.3	45,339,949	11.1	15.0	175	5,097,706	2.16	2.04	1.96
"	Feb.	76,200	46,374	22,030	80,404	4,204	55.51	106	3,244	83,748	3.78	1,127	74	40,760,922	15.7	74.3	45,339,949	11.1	15.0	175	5,097,706	2.16	2.04	1.96
"	Mar.																							

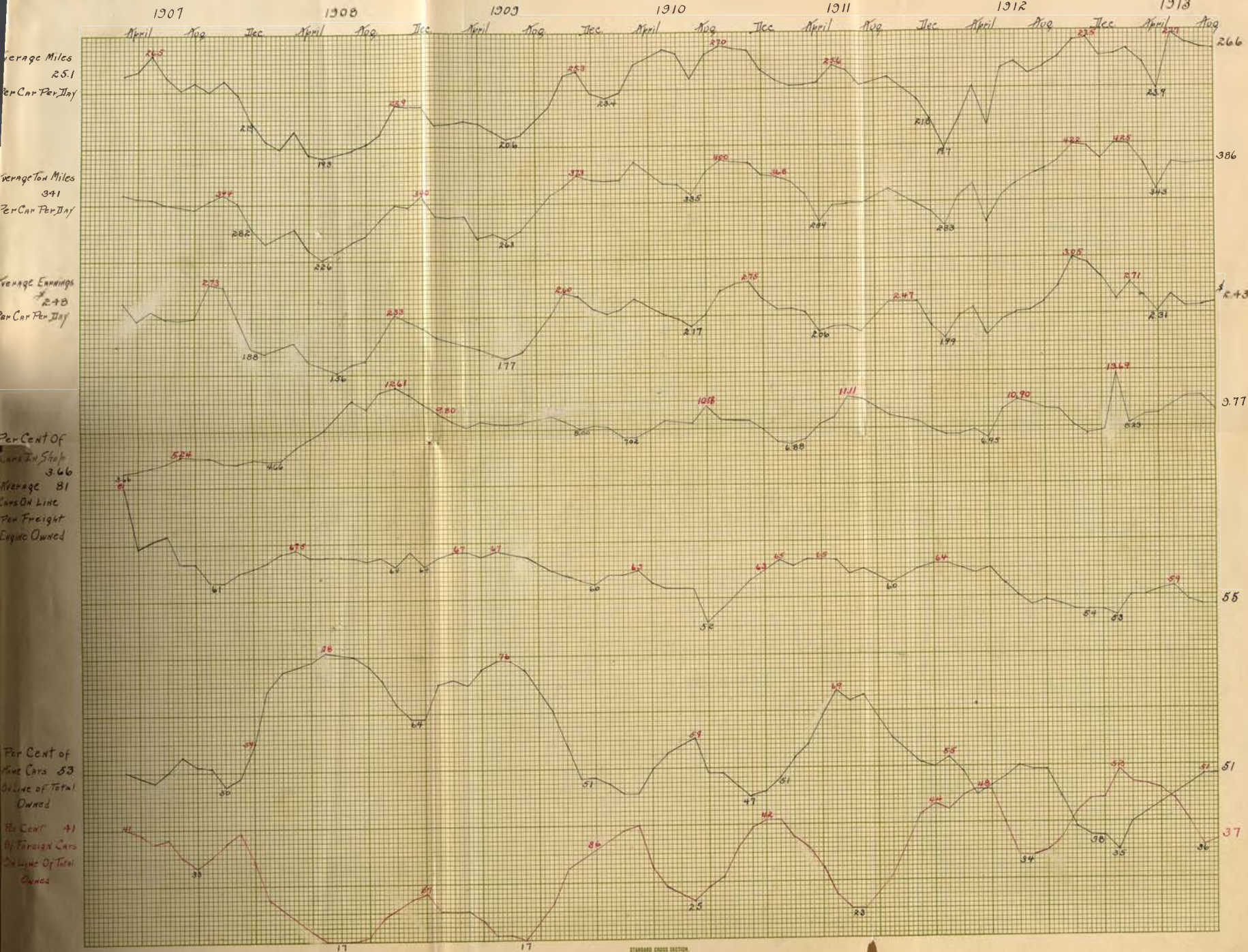


Year	Month	Revenue Freight Cars Owned	Average No. of System Cars On Line	Average Tonnage Tons On Line	Total Tons Cars On Line	Excess	Private Cars		Total All Cars On Line	No. of Cars In Shop	No. of Freight Engines On Line	No. of Cars On Line	Total Freight Ton Mileage	Revenue Freight Ton Mileage	Average Ton Miles			Gross Freight Earnings	Average Daily Earnings		
							On Line	Off Line							Per Car	Per Mile	Per Day		Per Car	Per Mile	Per Day
1907	Jan.	522,331	242,179	158,174	400,353	---	57	23	20	33,272	5,524	6,325	1,114,853,882	18,215,023,767	154	240	364	102,776,248	2.26	2.65	2.38
	Feb.	522,331	242,179	158,174	400,353	---	57	23	20	33,272	5,524	6,325	1,114,853,882	18,215,023,767	154	240	364	102,776,248	2.26	2.65	2.38
	Mar.	522,331	242,179	158,174	400,353	---	57	23	20	33,272	5,524	6,325	1,114,853,882	18,215,023,767	154	240	364	102,776,248	2.26	2.65	2.38
	Apr.	522,331	242,179	158,174	400,353	---	57	23	20	33,272	5,524	6,325	1,114,853,882	18,215,023,767	154	240	364	102,776,248	2.26	2.65	2.38
	May	522,331	242,179	158,174	400,353	---	57	23	20	33,272	5,524	6,325	1,114,853,882	18,215,023,767	154	240	364	102,776,248	2.26	2.65	2.38
	June	522,331	242,179	158,174	400,353	---	57	23	20	33,272	5,524	6,325	1,114,853,882	18,215,023,767	154	240	364	102,776,248	2.26	2.65	2.38
	July	522,331	242,179	158,174	400,353	---	57	23	20	33,272	5,524	6,325	1,114,853,882	18,215,023,767	154	240	364	102,776,248	2.26	2.65	2.38
	Aug.	522,331	242,179	158,174	400,353	---	57	23	20	33,272	5,524	6,325	1,114,853,882	18,215,023,767	154	240	364	102,776,248	2.26	2.65	2.38
	Sept.	522,331	242,179	158,174	400,353	---	57	23	20	33,272	5,524	6,325	1,114,853,882	18,215,023,767	154	240	364	102,776,248	2.26	2.65	2.38
	Oct.	522,331	242,179	158,174	400,353	---	57	23	20	33,272	5,524	6,325	1,114,853,882	18,215,023,767	154	240	364	102,776,248	2.26	2.65	2.38
	Nov.	522,331	242,179	158,174	400,353	---	57	23	20	33,272	5,524	6,325	1,114,853,882	18,215,023,767	154	240	364	102,776,248	2.26	2.65	2.38
	Dec.	522,331	242,179	158,174	400,353	---	57	23	20	33,272	5,524	6,325	1,114,853,882	18,215,023,767	154	240	364	102,776,248	2.26	2.65	2.38
1908	Jan.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Feb.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Mar.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Apr.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	May	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	June	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	July	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Aug.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Sept.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Oct.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Nov.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Dec.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
1909	Jan.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Feb.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Mar.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Apr.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	May	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	June	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	July	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Aug.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Sept.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Oct.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Nov.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Dec.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
1910	Jan.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Feb.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Mar.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Apr.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	May	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	June	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	July	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Aug.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Sept.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Oct.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Nov.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
	Dec.	664,181	466,315	160,244	626,459	---	70	24	94	40,032	6,661	7,119	1,339,918,939	21,060,514,150	140.3	240	364	125,958,498	1.75	1.85	1.74
1911	Jan.	712,397	413,325	255,513	668,838	---	58	40	98	43,330	6,793	7,299	1,459,002,277	23,267,679	144	240	364	145,105,845	2.18	2.28	2.14
	Feb.	712,397	413,325	255,513	668,838	---	58	40	98	43,330	6,793	7,299	1,459,002,277	23,267,679	144	240	364	145,105,845	2.18	2.28	2.14
	Mar.	712,397	413,325	255,513	668,838	---	58	40	98	43,330	6,793	7,299	1,459,002,277	23,267,679	144	240	364	145,105,845	2.18	2.28	2.14
	Apr.	712,397	413,325	255,513	668,838	---	58	40	98	43,330	6,793	7,299	1,459,002,277	23,267,679	144	240	364	145,105,845	2.18	2.28	2.14
	May	712,397	413,325	255,513	668,838	---	58	40	98	43,330	6,793	7,299	1,459,002,277	23,267,679	144	240	364	145,105,845	2.18	2.28	2.14
	June	712,397	413,325	255,513	668,838	---	58	40	98	43,330	6,793	7,299	1,459,002,277	23,267,679	144	240	364	145,105,845	2.18	2.28	



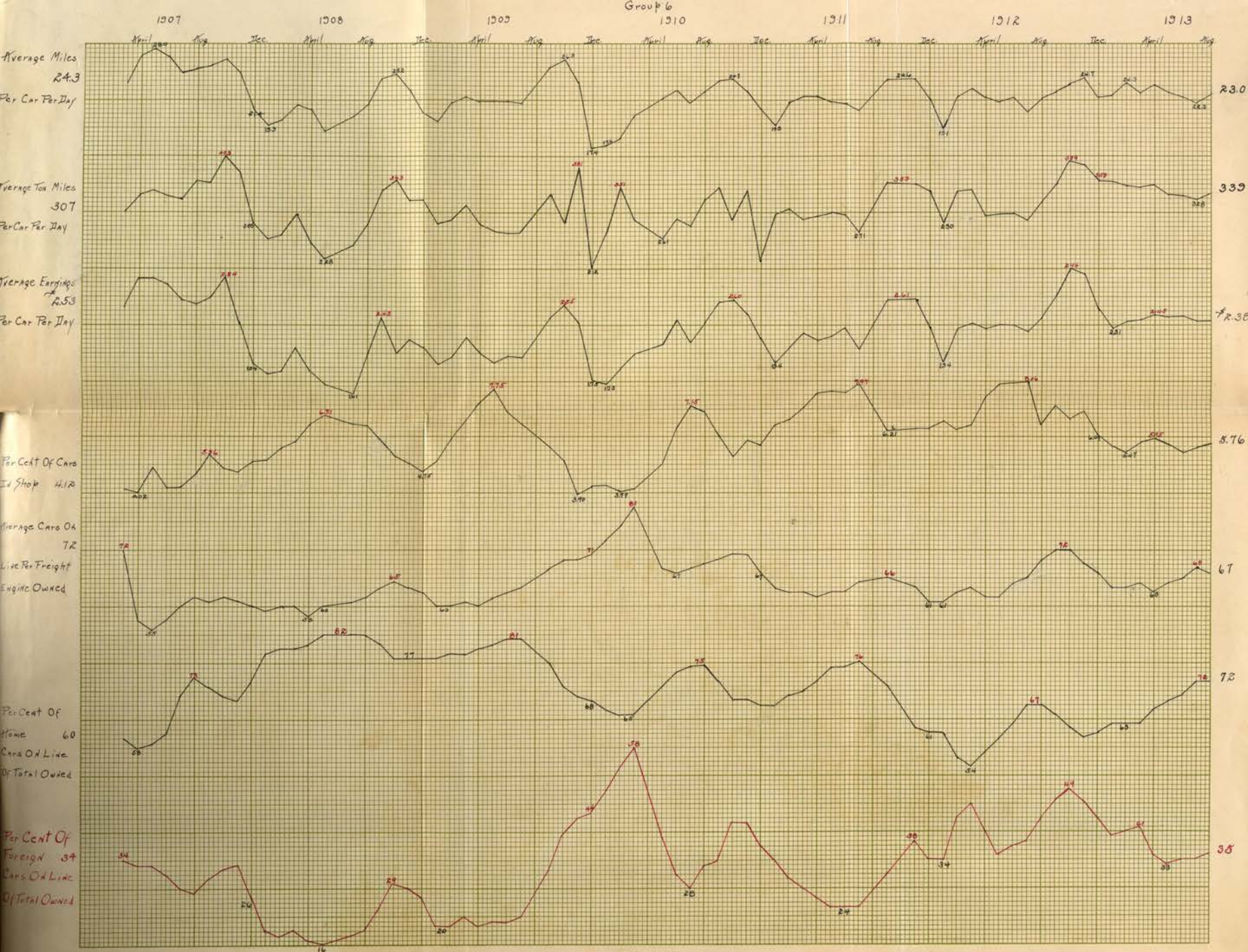
Date		Revenue Freight	Average No. of Cars Owned	Average Foreign R.R. Cars On Line	Total R.R. Cars On Line	Excess	No. of R.R. Cars On Line	Private Cars	Total All Cars	% Of Cars In Shop	No. of Cars On Line	Total Freight	% Of Freight	Total Mileage	Average Per Car	Average Per Car	Gross Freight	Average Daily Earnings			
Year	Month																				
1907	Jan	150,743	79,405	68,460	141,865		53	41	94	5.6	187	334,316,765	251	735	4,484,864,760	18.8	18.1	3,190,573	2.41	2.53	2.48
	Feb	144,442	75,152	57,824	132,976		52	40	92	5.5	182	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Mar	149,317	76,620	56,604	133,224		51	38	89	5.5	179	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Apr	151,215	80,129	58,668	138,797		53	39	92	5.6	182	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	May	160,719	89,464	56,041	145,505		56	35	91	6.3	187	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Jun	157,877	89,068	58,596	141,664		54	35	89	6.0	182	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Jul	163,961	87,955	57,327	145,263		54	35	89	6.0	182	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Aug	164,489	88,827	61,425	146,252		50	38	88	6.7	171	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Sep	164,746	86,326	64,884	156,810		58	40	98	6.7	182	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Oct	166,053	97,108	56,670	153,618		57	34	93	7.0	186	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
1908	Jan	165,194	115,573	42,529	158,092		70	36	96	6.5	182	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Feb	166,226	122,765	41,459	163,824		74	35	99	6.6	182	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Mar	166,853	124,554	36,220	161,274		75	22	97	6.4	172	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Apr	167,119	123,248	34,062	158,310		76	19	95	6.3	169	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	May	171,439	123,892	28,649	165,541		71	17	88	6.4	164	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Jun	174,864	123,213	30,084	164,069		77	17	94	6.7	155	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Jul	174,813	131,379	34,034	162,415		75	18	93	6.5	167	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Aug	174,286	127,832	36,454	163,943		72	22	94	6.5	172	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Sep	174,065	126,387	40,678	165,065		67	24	91	6.7	164	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Oct	178,731	114,409	44,321	155,620		64	26	90	6.9	154	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Nov	178,545	110,941	46,603	157,544		64	27	91	6.9	155	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
1909	Jan	173,209	122,085	40,790	162,875		71	23	94	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Feb	174,038	124,034	40,283	164,317		72	23	95	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Mar	174,256	123,770	40,498	164,268		71	23	94	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Apr	174,717	126,307	36,111	162,418		74	21	95	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	May	174,730	127,495	34,344	161,839		76	18	94	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Jun	174,737	127,772	31,451	163,223		76	18	94	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Jul	174,844	129,741	30,235	161,073		75	17	92	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Aug	174,648	129,642	42,402	152,044		65	25	90	6.1	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Sep	174,167	127,610	45,229	152,839		58	28	86	7.0	152	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Oct	178,737	90,763	61,702	152,415		51	34	85	6.7	159	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Nov	174,855	79,960	62,617	152,577		51	36	87	7.0	159	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
1910	Jan	173,205	122,085	40,790	162,875		71	23	94	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Feb	174,038	124,034	40,283	164,317		72	23	95	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Mar	174,256	123,770	40,498	164,268		71	23	94	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Apr	174,717	126,307	36,111	162,418		74	21	95	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	May	174,730	127,495	34,344	161,839		76	18	94	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Jun	174,737	127,772	31,451	163,223		76	18	94	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Jul	174,844	129,741	30,235	161,073		75	17	92	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Aug	174,648	129,642	42,402	152,044		65	25	90	6.1	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Sep	174,167	127,610	45,229	152,839		58	28	86	7.0	152	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Oct	178,737	90,763	61,702	152,415		51	34	85	6.7	159	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Nov	174,855	79,960	62,617	152,577		51	36	87	7.0	159	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
1911	Jan	173,205	122,085	40,790	162,875		71	23	94	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Feb	174,038	124,034	40,283	164,317		72	23	95	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Mar	174,256	123,770	40,498	164,268		71	23	94	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Apr	174,717	126,307	36,111	162,418		74	21	95	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	May	174,730	127,495	34,344	161,839		76	18	94	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Jun	174,737	127,772	31,451	163,223		76	18	94	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Jul	174,844	129,741	30,235	161,073		75	17	92	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Aug	174,648	129,642	42,402	152,044		65	25	90	6.1	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Sep	174,167	127,610	45,229	152,839		58	28	86	7.0	152	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Oct	178,737	90,763	61,702	152,415		51	34	85	6.7	159	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Nov	174,855	79,960	62,617	152,577		51	36	87	7.0	159	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
1912	Jan	173,205	122,085	40,790	162,875		71	23	94	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Feb	174,038	124,034	40,283	164,317		72	23	95	6.2	168	324,301,664	254	735	4,362,314,018	19.2	17.6	3,189,566	2.16	2.35	2.26
	Mar	174,256	123,770	40,498	164,268		71	23	94	6.2	168	324,301,664	254	735	4,362,314,018						

Group 5



Group 6

Date		Revenue Freight	Average No. Of System Cars Owned	Average Foreign R.R. Cars On Line	Average Total RR Cars On Line	Excess	No. Of RR Cars On Line	Private Cars On Line	Total RR Cars On Line	No. Of Cars On Line	No. Of Freight Engines On Line	Average No. Of Cars On Line Per Freight Engine	Total Freight Car	Average Revenue Freight Per Car	Total Mileage	Average Total Miles Per Car	Average Total Miles Per Day	Gross Freight	Average Daily Earnings	Average Daily Earnings Per Car	Average Daily Earnings Per RR Car	Average Daily Earnings Per Mile
Year	Month																					
1907	Jan	313,186	186,817	108,841	295,058		60	94	154	307,778	412	4298	665,998,116	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Feb	320,071	185,372	105,066	290,468		58	93	151	302,748	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Mar	322,200	191,546	105,947	297,543		59	93	152	308,788	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Apr	323,380	197,018	106,315	298,330		61	93	154	309,878	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	May	324,469	200,513	107,681	300,513		62	93	155	310,968	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Jun	325,558	204,008	109,056	302,008		63	93	156	312,058	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Jul	326,647	207,503	110,431	303,503		64	93	157	313,148	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Aug	327,736	211,008	111,806	304,508		65	93	158	314,238	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Sep	328,825	214,513	113,181	305,513		66	93	159	315,328	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Oct	329,914	218,018	114,556	306,518		67	93	160	316,418	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Nov	330,003	221,523	115,931	307,523		68	93	161	317,508	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Dec	331,092	225,028	117,306	308,528		69	93	162	318,598	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
1908	Jan	332,181	228,533	118,681	309,533		70	93	163	319,688	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Feb	333,270	232,038	120,056	310,538		71	93	164	320,778	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Mar	334,359	235,543	121,431	311,543		72	93	165	321,868	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Apr	335,448	239,048	122,806	312,548		73	93	166	322,958	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	May	336,537	242,553	124,181	313,553		74	93	167	324,048	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Jun	337,626	246,058	125,556	314,558		75	93	168	325,138	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Jul	338,715	249,563	126,931	315,563		76	93	169	326,228	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Aug	339,804	253,068	128,306	316,568		77	93	170	327,318	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Sep	340,893	256,573	129,681	317,573		78	93	171	328,408	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Oct	341,982	260,078	131,056	318,578		79	93	172	329,498	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Nov	343,071	263,583	132,431	319,583		80	93	173	330,588	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Dec	344,160	267,088	133,806	320,588		81	93	174	331,678	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
1909	Jan	345,249	270,593	135,181	321,593		82	93	175	332,768	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Feb	346,338	274,098	136,556	322,598		83	93	176	333,858	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Mar	347,427	277,603	137,931	323,603		84	93	177	334,948	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Apr	348,516	281,108	139,306	324,608		85	93	178	336,038	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	May	349,605	284,613	140,681	325,613		86	93	179	337,128	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Jun	350,694	288,118	142,056	326,618		87	93	180	338,218	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Jul	351,783	291,623	143,431	327,623		88	93	181	339,308	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Aug	352,872	295,128	144,806	328,628		89	93	182	340,398	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Sep	353,961	298,633	146,181	329,633		90	93	183	341,488	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Oct	355,050	302,138	147,556	330,638		91	93	184	342,578	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Nov	356,139	305,643	148,931	331,643		92	93	185	343,668	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Dec	357,228	309,148	150,306	332,648		93	93	186	344,758	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
1910	Jan	358,317	312,653	151,681	333,653		94	93	187	345,848	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Feb	359,406	316,158	153,056	334,658		95	93	188	346,938	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Mar	360,495	319,663	154,431	335,663		96	93	189	348,028	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Apr	361,584	323,168	155,806	336,668		97	93	190	349,118	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	May	362,673	326,673	157,181	337,673		98	93	191	350,208	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Jun	363,762	330,178	158,556	338,678		99	93	192	351,298	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Jul	364,851	333,683	159,931	339,683		100	93	193	352,388	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Aug	365,940	337,188	161,306	340,688		101	93	194	353,478	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Sep	367,029	340,693	162,681	341,693		102	93	195	354,568	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Oct	368,118	344,198	164,056	342,698		103	93	196	355,658	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Nov	369,207	347,703	165,431	343,703		104	93	197	356,748	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Dec	370,296	351,208	166,806	344,708		105	93	198	357,838	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
1911	Jan	371,385	354,713	168,181	345,713		106	93	199	358,928	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Feb	372,474	358,218	169,556	346,718		107	93	200	359,018	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Mar	373,563	361,723	170,931	347,723		108	93	201	360,108	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	Apr	374,652	365,228	172,306	348,728		109	93	202	361,198	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,584	2.45	2.53
	May	375,741	368,733	173,681	349,733		110	93	203	362,288	412	4298	244,766,316	243	746	8,545,041,740	12.8	17.8	307	68,936,5		



Date		Revenue Freight	Average No. of System	Average Foreign	Total R.R. Cars	Excess	% of Total Cars On Line	Private Cars	Total All	% of Cars On Line	% of Freight	Total Freight	Average Ton Miles	Gross Freight	Average Daily Earnings
Year	Month	Cars Owned	Cars On Line	R.R. Cars On Line	On Line		Home	On Line	Cars On Line	On Line	On Line	Cars Mileage	Per Car Mile	Earnings	Per Car Owned
1907	Jan.	103,004	58,709	59,434	118,143		57	58	115	11023	129,166	4,70	2291	11,793,917	3,25
	Feb.	103,386	57,764	68,666	126,430		56	66	122	9297	135,587	4,70	2291	11,793,917	3,25
	Mar.	104,668	57,298	71,146	128,444		55	69	123	7897	131,423	4,70	2291	11,793,917	3,25
	Apr.	105,639	59,518	73,486	133,004		56	70	126	7519	141,523	4,70	2291	11,793,917	3,25
	May	107,817	60,624	76,317	134,981		56	67	123	7228	139,169	4,70	2291	11,793,917	3,25
	June	109,018	62,235	68,945	134,180		63	60	123	7380	141,520	4,70	2291	11,793,917	3,25
	July	107,817	60,624	76,317	134,981		60	60	120	7141	140,049	4,70	2291	11,793,917	3,25
	Aug.	109,018	62,235	68,945	134,180		61	63	124	7570	138,052	4,70	2291	11,793,917	3,25
	Sept.	110,808	66,771	66,137	132,708		60	63	123	7076	139,352	4,70	2291	11,793,917	3,25
	Oct.	105,385	64,209	66,273	130,480		60	63	123	8086	139,791	4,70	2291	11,793,917	3,25
	Nov.	106,480	64,811	67,065	131,876		62	59	121	8086	139,791	4,70	2291	11,793,917	3,25
	Dec.	106,665	65,711	68,994	132,705		62	59	121	8086	139,791	4,70	2291	11,793,917	3,25
1908	Jan.	113,719	67,092	51,854	118,946		54	46	105	11182	130,128	4,70	2291	11,793,917	3,25
	Feb.	113,730	68,179	52,537	120,716		54	46	105	11182	130,128	4,70	2291	11,793,917	3,25
	Mar.	113,724	68,036	52,537	120,716		54	46	105	11182	130,128	4,70	2291	11,793,917	3,25
	Apr.	113,747	68,475	52,537	120,716		54	46	105	11182	130,128	4,70	2291	11,793,917	3,25
	May	113,859	68,222	52,537	120,716		54	46	105	11182	130,128	4,70	2291	11,793,917	3,25
	June	112,036	66,003	42,944	106,994		57	38	95	6483	119,427	4,70	2291	11,793,917	3,25
	July	113,219	63,025	43,111	105,703		57	38	95	6483	119,427	4,70	2291	11,793,917	3,25
	Aug.	112,923	59,605	43,363	102,918		58	38	95	6318	109,236	4,70	2291	11,793,917	3,25
	Sept.	111,926	58,553	42,554	101,793		58	38	95	6318	109,236	4,70	2291	11,793,917	3,25
	Oct.	112,007	56,342	45,629	104,271		58	41	91	8086	139,791	4,70	2291	11,793,917	3,25
	Nov.	112,754	59,414	44,985	104,989		58	41	91	8086	139,791	4,70	2291	11,793,917	3,25
	Dec.	112,754	59,414	44,985	104,989		58	41	91	8086	139,791	4,70	2291	11,793,917	3,25
1909	Jan.	113,093	61,505	42,532	104,037		54	38	92	8720	112,757	4,70	2291	11,793,917	3,25
	Feb.	115,611	64,083	41,352	105,435		55	36	91	8269	113,704	4,70	2291	11,793,917	3,25
	Mar.	116,041	63,551	42,007	105,588		55	36	91	7482	113,070	4,70	2291	11,793,917	3,25
	Apr.	117,051	65,924	45,940	111,264		56	39	95	7361	118,626	4,70	2291	11,793,917	3,25
	May	117,004	65,750	46,235	109,985		56	38	94	7256	117,240	4,70	2291	11,793,917	3,25
	June	116,722	66,657	44,208	108,865		57	38	95	7756	119,513	4,70	2291	11,793,917	3,25
	July	116,619	67,083	44,548	110,939		60	38	99	7212	116,443	4,70	2291	11,793,917	3,25
	Aug.	115,665	65,141	52,907	118,048		56	46	102	8520	126,568	4,70	2291	11,793,917	3,25
	Sept.	115,859	63,910	52,447	120,566		55	50	105	9016	130,572	4,70	2291	11,793,917	3,25
	Oct.	116,554	60,910	54,857	120,767		52	52	104	8752	129,519	4,70	2291	11,793,917	3,25
	Nov.	117,152	62,078	55,426	119,504		53	47	100	8580	126,085	4,70	2291	11,793,917	3,25
	Dec.	117,152	62,078	55,426	119,504		53	47	100	8580	126,085	4,70	2291	11,793,917	3,25
1910	Jan.	117,736	59,630	53,095	113,025		51	45	96	8492	121,517	4,70	2291	11,793,917	3,25
	Feb.	117,730	57,048	56,980	114,021		48	48	96	7629	122,667	4,70	2291	11,793,917	3,25
	Mar.	117,761	59,122	58,605	116,727		50	50	100	8009	126,636	4,70	2291	11,793,917	3,25
	Apr.	119,565	60,849	58,171	118,027		57	45	96	10,107	125,129	4,70	2291	11,793,917	3,25
	May	120,819	66,369	57,709	113,071		57	43	94	12,150	129,757	4,70	2291	11,793,917	3,25
	June	123,771	66,600	57,116	113,710		50	43	93	8510	113,226	4,70	2291	11,793,917	3,25
	July	136,132	67,438	58,200	125,478		51	43	94	8122	115,100	4,70	2291	11,793,917	3,25
	Aug.	136,040	67,973	60,207	135,180		50	44	94	8122	115,100	4,70	2291	11,793,917	3,25
	Sept.	140,072	65,765	64,585	130,900		47	47	94	9958	140,288	4,70	2291	11,793,917	3,25
	Oct.	140,050	63,725	65,292	129,017		45	47	92	10,223	139,240	4,70	2291	11,793,917	3,25
	Nov.	140,050	62,652	60,753	123,605		45	47	92	10,223	139,240	4,70	2291	11,793,917	3,25
	Dec.	140,050	62,652	60,753	123,605		45	47	92	10,223	139,240	4,70	2291	11,793,917	3,25
1911	Jan.	144,858	64,619	53,328	127,947		44	37	83	12,288	130,235	4,70	2291	11,793,917	3,25
	Feb.	146,598	65,586	52,908	118,000		46	36	84	13,047	130,858	4,70	2291	11,793,917	3,25
	Mar.	143,375	65,589	51,731	117,326		46	36	82	12,085	129,411	4,70	2291	11,793,917	3,25
	Apr.	143,388	63,810	50,530	114,370		45	35	80	12,828	126,898	4,70	2291	11,793,917	3,25
	May	143,877	67,878	50,104	117,944		47	35	82	12,235	130,891	4,70	2291	11,793,917	3,25
	June	143,899	69,927	48,869	118,616		48	34	82	11,714	130,330	4,70	2291	11,793,917	3,25
	July	144,749	69,617	50,920	120,607		48	35	83	11,940	131,947	4,70	2291	11,793,917	3,25
	Aug.	143,848	65,699	56,121	121,790		46	39	85	10,534	122,624	4,70	2291	11,793,917	3,25
	Sept.	143,951	60,648	65,318	125,954		42	45	87	11,875	137,829	4,70	2291	11,793,917	3,25
	Oct.	143,879	60,549	66,224	126,773		42	46	86	12,214	138,987	4,70	2291	11,793,917	3,25
	Nov.	143,879	60,549	66,224	126,773		42	46	86	12,214	138,987	4,70	2291	11,793,917	3,25
	Dec.	143,879	60,549	66,224	126,773		42	46	86	12,214	138,987	4,70	2291	11,793,917	3,25
1912	Jan.	143,490	69,651	56,533	135,644		44	38	82	12,092	137,775	4,70	2291	11,793,917	3,25
	Feb.	144,136	68,675	57,397	126,078		43	38	81	12,165	138,227	4,70	2291	11,793,917	3,25
	Mar.	144,190	65,593	56,693	122,182		41	37	78	11,375	133,557	4,70	2291	11,793,917	3,25
	Apr.	143,380	68,768	54,837	135,205		43	36	79	11,642	135,247	4,70	2291	11,793,917	3,25
	May	143,333	71,810	51,452	133,262		45	34	79	12,046	135,308	4,70	2291	11,793,917	3,25
	June	142,957	69,367	54,910	124,277		43	37	80	13,327	137,604	4,70	2291	11,793,917	3,25
	July	143,272	73,184	56,553	130,037		51	40	91	11,665	141,702	4,70	2291	11,793,917	3,25
	Aug.	143,209	70,659	59,276	129,932		50	41	91	12,064	141,996	4,70	2291	11,793,917	3,25
	Sept.	143,397	67,791	66,881	134,172		48	46	94	11,535	145,707	4,70	2291	11,793,917	3,25
	Oct.	141,854	61,348	65,119	126,467		44	46	90	11,233	137,700	4,70	2291	11,793,917	3,25
	Nov.	141,683	60,571	64,525	125,096		43	45	88	13,188	138,284	4,70	2291	11,793,917	3,25
	Dec.	144,160	60,010	65,611	125,721		43	45	87	13,349	139,070	4,70	2291	11,793,917	3,25
1913	Jan.	133,802	58,707	58,441	112,188		44	44	88	14,069	131,217	4,70	2291	11,793,917	3,25
	Feb.	134,636	59,703	58,440	112,543		45	39	84	13,772	126,315	4,70	2291	11,793,917	3,25
	Mar.	135,591	60,821	49,189	110,010		45	36	81	12,126	122,126	4,70	2291	11,793,917	3,25
	Apr.	136,064	60,821	49,189	110,010		48	36	84	9,698	123,918	4,70	2291	11,793,917	3,25
	May	136,553	73,836	42,857	146,525		54	31	85	9,829	126,522	4,70	2291	11,793,917	3,25
	June	136,801	74,149	40,376	141,525		52	30	82	12,907	124,432	4,70	2291	11,793,917	3,25
	July	137,079	72,121	40,055	142,206		47	28	75	12,004	124,210	4,70	2291	11,793,917	3,25
	Aug.	138,054	74,662	41,871	146,543		48	29	77	11,974	124,017	4,70			

